

**Environmental and Social Review Summary**  
**RN 9 Rosario - Córdoba Project, Slab Repair, F-RS-01, Roadway Corridor F, Argentina**  
**Safe Roads Program Public-Private Partnership, Stage 1**

**Original language of the document:** Spanish

**1. Summary of the Scope of the Environmental and Social Review**

Argentina has important road infrastructure investment needs. To solve this deficit, the federal government has undertaken a series of reforms aimed at promoting Public-Private Partnerships (PPP), so that private investors can participate in the execution and funding of road infrastructure projects in the country.

In March 2018, the Inter-American Development Bank (“the IDB”) approved the Argentinian Productive Infrastructure Financial Support Program – AR-L1281 (the “Program”), with the main objective of attracting private investment for the financing of highway infrastructure, providing for said purpose a facility of investment guarantees for up to US\$490 million.

The Safe Highways and Roads Program (“the Operation”) will benefit from the partial credit guarantee issued by the Program in favor of a public construction trust fund (which will be financed by IDB Invest and commercial banking credits) that, once in place, will provide resources for the partial financing of the Safe Highways and Roads Network Stage I, proposed by the National Highways Department.

The individual road projects included in the Safe Highways and Roads Network Stage I located in corridors A, B, C, E, F and South ([see https://ppp.vialidad.gob.ar/proyecto-7/](https://ppp.vialidad.gob.ar/proyecto-7/)) will be financed by the Operation in two stages: i) the first, consisting of eight projects, will be disbursed once the Operation has been approved, the financial closing has been achieved and the prior disbursement conditions have been met; and ii) the second, which includes 17 additional projects, will be disbursed once the environmental and social information on each of these projects has been substantially verified as being in compliance with the requirements contained in IDB Invest's Sustainability Policy.

The National Highway (RN, for its acronym in Spanish) No. 9 Rosario - Córdoba Project, Slab Repair (F-RS-01), Roadway Corridor F, (“the Project”) includes the adaptation, reconstruction and improvement of concrete slabs, including shoulders, interchanges and secondary roads. Ancillary works include a work site with a sewage treatment plant, a pond for aggregate and water recovery, and an asphalt and concrete plant. The works will have a duration of 57 months. The Project has a Preliminary and Comprehensive Environmental Report (PCER), dated July 2018, an Environmental Management Plan (EMP), dated July 2018, and a Provision granted by the Ministry of the Environment - Rosario Delegation, dated February 2019. It also has a Supplementary Environmental and Social Analysis (SESA) to comply with IDB Invest's requirements. The Project was tendered in 2018 and awarded to the company Helpport S.A. - Panedile Argentina S.A.I.C.F.E.L. – Sociedad de Obras y Servicios Copasa-Eleprint S.A. (“the Contractor”).

## **2. Environmental and Social Categorization and Rationale**

This Project has been classified as a Category B (medium risk) operation, in accordance with IDB Invest's Sustainability Policy, since its effects and risks are mainly confined to the project site, are considered reversible, and are manageable through the application of the standard measures to be implemented throughout the Project. The main impacts, which will occur primarily during the construction phase, include, among others; i) local traffic disruption, ii) dust, emissions, and noise generation, and iii) a moderate increase in the possibility of erosion.

## **3. Environmental and Social Context**

The land use of the adjacent parcels of land is mainly agricultural, with a preponderance of hay and corn fields. No businesses or homes were identified.

According to the baseline information, the Project does not cross protected national areas or Important Bird Areas (IBAs). No Environmental Impact Assessment was prepared for this Project. The SESA confirmed that the Project does not cross protected areas or indigenous communities.

Finally, no public services were identified in the Project layout. The works related to this Project are within the footprint of the existing highway and, according to the documents reviewed, it is not necessary to expropriate any land or plot.

## **4. Environmental and Social Risks and Impacts and Proposed Mitigation and Compensation Measures**

### **4.1 Assessment and Management of Environmental and Social Risks and Impacts**

The Project has an EMP, as well as a Supplementary Environmental and Social Analysis (SESA). The EMP identifies the typical impacts of this type of project and their mitigation measures, as provided for in the Roadworks Assessment and Environmental Management Manual (RAEM, Version II), used by the National Highways Department. The SESA identifies, assesses, and proposes management measures to mitigate additional effects to those identified in the EMP, which must be fulfilled in order to comply with IDB Invest's requirements. These include: i) a cumulative impact assessment, ii) verifying possible impacts on protected areas or species of international importance, iii) the need for a chance find procedure for cultural resources, iv) the need for an additional public participation event, specific to the Project, and v) a grievance mechanism.

The Contractor does not have an environmental and social management system specific to the Project that includes all the components required by IFC Performance Standard 1: i) Policy, ii) risk and impact identification, iii) management programs, iv) organizational capacity and competence, v) emergency situation preparation and response, vi) social stakeholder participation and vii) monitoring and assessment.

### **4.2 Labor and Working Conditions**

An estimated 280 workers will be required, including 2% female representation (a minimum of six women) in administrative, technical, support, and assistance functions.

Regarding working conditions, the Project will provide its personnel with: i) transportation to and from the work site to their homes, ii) travel expenses, if the worker is more than 50 km from home, iii) meals, either in foodstuffs or a payment on the payslip corresponding to the amounts agreed with the Union; iv) personal protection equipment (e.g. helmets; gloves; boots; masks; goggles; belts); v) compensatory days for foreign staff, based on distance (taking into account the distance in km from his or her home to his or her current address); and vi) technical training (equipment operation, soil, granular base, and asphalt compacting), and environmental health, safety, and security training. Separate bathrooms will be provided for each gender. Working hours consider a minimum of 8 and maximum of 10 hours per day. A one-hour break is considered for lunch.

The Project will respect existing Collective Labor Agreements and the corresponding labor legislation, which includes policies prohibiting discrimination (including gender), child labor, unpaid and forced labor. Contracting will be performed in accordance with the Construction Workers' Union (UOCRA, for its acronym in Spanish) agreement, meaning that paid-by-day personnel will have the corresponding Unemployment Fund Card. The validity of the Mandatory Life Insurance and Labor Risk Insurance covering all personnel, as required by the PPP agreement, will always be kept up to date.

The EMP does not include a worker grievance mechanism.

#### **4.3 Resource Efficiency and Pollution Prevention**

Given that there is no information about the work site, the drinking water source is unknown. The drinking water required by the Project will most likely be sourced from wells or municipal sources. According to the EMP, if mineral deposits are required for the Project, existing quarries with valid permits will be used. In this case, the PPP Contractor will be registered as a Mining Producer and will submit the corresponding Environmental Impact Assessment to obtain the necessary permits.

The SESA proposes mitigation measures to manage and correctly dispose of sewage and waste generated by the construction of the Project, as well as to reduce effects related to emissions and air quality (including greenhouse gases) during the construction stage.

#### **4.4 Community Health, Safety, and Security**

The effects of the Project on the health, safety, and security of the community are generally limited to the construction stage and include: i) traffic disruption, ii) possible exposure to dust and noise, and iii) a possible increase in traffic accidents.

The Project consists of works that will be carried out within the footprint of the existing highway, which minimizes the community's exposure to the direct impacts of construction. The implementation of a traffic management plan will maintain the flow of traffic and prevent accidents.

#### **4.5 Land Acquisition and Involuntary Resettlement**

The works consist of repairing slabs in the existing road, so no expropriation is required.

#### **4.6 Biodiversity Conservation and Sustainable Management of Living Natural Resources**

The Project does not cross national protected areas. Given that the Project will disturb areas within the existing road, the Project is considered to have no significant impact on ecosystem services.

#### **4.7 Indigenous Peoples**

The Project does not affect indigenous communities or areas.

#### **4.8 Cultural Heritage**

The SESA has concluded that the possible impact on cultural values is negligible. Nevertheless, the SESA proposes the implementation of a Chance Find Procedure in line with internationally accepted good practices for the protection of previously unknown cultural heritage discovered during construction activities.

#### **5. Local Access to Project Documentation**

Information on the Project is available locally on the National Highways Department website via the following link: <https://ppp.vialidad.gob.ar/proyecto-7/>.

#### **6. Environmental and Social Action Plan**

**RN 9 Rosario - Córdoba Project, Slab Repair, F-RS-01, Roadway Corridor F, Argentina  
Environmental and Social Action Plan (ESAP)**

Item No.	Reference	Action	Product / Deliverable	Expected Delivery Date
<b>PS 1: Assessment and Management of Environmental and Social Risks and Impacts</b>				
1.1	Environmental and Social Management Plan	Develop and implement an Environmental and Social Management Plan for the Project that includes: i) Policy, ii) risk and impact identification, iii) management programs, iv) organizational capacity and competence, v) emergency preparation and response, vi) social stakeholder participation, and vii) monitoring and assessment.	Environmental and Social Management Plan Document	Prior to first disbursement
1.2	Additional Public Participation Event	Carry out a public participation event in accordance with IDB Invest's Sustainability Policy.	Event Report	Before presenting the Operation to the Board of Directors
1.3	Permits	Prepare and keep an updated monitoring matrix of permits for the Project.	Permit matrix and regular updates.	Before presenting the Operation to the Board of Directors
1.4	Community Grievance Management Mechanism	Develop and Implement a Community Grievance Management Mechanism	Grievance Mechanism Document and evidence of its implementation.	Prior to first disbursement
<b>PS 2: Labor and Working Conditions</b>				
2.1	Worker Grievance Management Mechanism	Develop and implement a Worker Grievance Mechanism	Grievance Mechanism Document and evidence of its implementation.	Prior to first disbursement
<b>PS 3: Resource Efficiency and Pollution Prevention</b>				
3.1	Greenhouse gas emission calculation	<ol style="list-style-type: none"> <li>Submit an annual forecast of greenhouse gases for each year.</li> <li>Submit the annual greenhouse gas figures for each completed year.</li> </ol>	<ol style="list-style-type: none"> <li>GHG future forecast</li> <li>GHG figures</li> </ol>	<ol style="list-style-type: none"> <li>Annually</li> <li>Annually</li> </ol>
<b>PS 6: Biodiversity Conservation and Sustainable Management of Living Natural Resources</b>				
6.1	Application of Preventive Measures to Address Chance Finds of Protected or Internationally Important Species	Prior to construction, visit the affected natural areas in order to identify any relevant specimens or nests and take the appropriate actions if any protected or internationally important species are found.	<ol style="list-style-type: none"> <li>Chance Find Procedure for Protected or Internationally Important Species and evidence of its implementation.</li> <li>Important species inventory</li> </ol>	<ol style="list-style-type: none"> <li>Prior to first disbursement</li> <li>Before the order to proceed</li> </ol>
<b>PS 8: Cultural Heritage</b>				
8.1	Chance Finds	Prepare and implement a Chance Find Procedure for Cultural Resources.	Chance Find Procedure document and evidence of its implementation.	Prior to first disbursement